

# Violence Forces B. R. T. to Stop Night Traffic Again; Actors' Walk-Out Closes 12 New York Theatres; President Issues Ultimatum to Railroad Strikers

## Judge Mayer Backs Stand Of Garrison Against Union

## City's Appeal to Federal Court That Receiver Be Forced to Confer With Strikers Rejected

## Director of Lines Gets Death Threat

## Charges Police Tolerate Attacks on Car Crews; "Bomb" Is Found; Power Houses Menaced

Brooklyn again was completely without means of transportation last night. At 10 o'clock in the evening the last of the few "L" trains, surface cars and subway trains that were making doubtful progress through the borough were ordered to the barns and all efforts at further operation ceased until morning.

Press dispatches from Buffalo last night said that Federal Judge Julius M. Mayer, in answer to a telegram from Corporation Counsel Burr, of New York, asking him to instruct Receiver Garrison, of the Brooklyn Rapid Transit Company, to receive union officials and arbitrate their differences if necessary, said he approved the stand taken by Mr. Garrison. He urged the proper officials to see that there was no violence, and in case of unlawful acts urged that the violators be brought to justice.

## Garrison's Acts Approved

The telegram Judge Mayer sent to Mr. Burr reads: "It is impracticable in this telegram to dwell at length upon what seem to be misapprehensions of the questions involved as conveyed by your telegram. I am telegraphing you promptly in the hope of making clear my answer to the request urged by you by direction of the Mayor.

"First—Receiver Garrison is dealing only with the Brooklyn Rapid Transit situation and none other. "Second—His recent letter to the committee was sound in principle and practice and has my full approval. "Third—I am glad to learn that the appropriate officials will preserve order. Such is their duty, which I must assume they will fully perform.

"Fourth—Violence or unlawful acts occur it must be presumed that the law breakers will be brought to justice and relentlessly prosecuted. "Fifth—Receiver Garrison is adhering to the principles stated by him in March which I also comprehensively stated officially in open court when a strike was then threatened.

## Workers Control Situation

The second day of the strike found the workers of the B. R. T. line in complete control of the situation. Approximately 2,000 policemen, detailed to maintain order were unable to prevent disorder. "Hordes of strike sympathizers raced from street to street in automobiles and on motorcycles, terrorizing men who were willing to work and in many instances assaulting them and stealing cars. "Meanwhile, passengers good-naturedly walked and watched developments. The few private cars that were operated were looked upon as curiosities. "The paralysis of traffic was so nearly complete that the cars that appeared among the hacks, trucks and sightseeing cars that carried passengers were the subjects of jeers and ridicule.

## Garrison Against Conference

Prospects of a settlement appeared remote last night, in the light of the day developments, than on the first day of the strike. Receiver Garrison stoutly maintained that there was no possibility of a conference between the officials of the union and himself. He used the strongest language in voicing this statement, intimating that he would leave the service of the road before taking such action.

Officials of the Amalgamated Association of Street and Electric Railway Employees were delighted with the on-ward sweep of the strike. It had grown far beyond their earlier hopes. "Victory will be ours within two days," said Patrick J. Shea, executive officer for the union.

Lack of adequate police protection and the refusal of policemen to act as other than disinterested witnesses in the face of violence resulted in the most serious complaint by Receiver Garrison. As the efforts of the company to operate cars under police protection continued during the day the list of casualties grew.

Stones were hurled through windows, men were pulled off their cars, in some instances in the face of the policemen who occupied positions on the cars and rear platforms of the cars. The climax came in the finding of a steel ball, described by B. R. T. officials as a variety of bomb, in the Brighton Beach line, in just the spot where twenty-two persons lost their lives in a week a few months ago. The motor-

## Only 250 B. R. T. Cars Of 1,453 Are Operated

ONLY 250 streetcars were in operation on the B. R. T. system during the rush hours yesterday morning, according to official reports testified to before the Public Service Commission yesterday. The normal number of cars for this period is 1,453.

The figures for the thirteen car barns are as follows:

Depot	Cars assigned	Cars in operation
Fresh Pond	200	8
Halsey Street	54	12
Canarsie	136	34
DeKalb Avenue	75	8
Ridgewood	22	8
Maspeth	60	29
Ninth Avenue	113	25
Crosstown	144	39
East New York	123	46
Flatbush Avenue	208	18
Bergen Street	169	12
Franklin Avenue	18	2
Thirty-sixth Street	131	9

## Mayor Makes Good As a Traffic Cop

## Helps Relieve Congestion at Delancey Street and Bowery, Near Bridge

Mayor Hylan, in a gray frockcoat, neatly creased striped trousers and a straw hat, took command of the traffic situation at the Bowery and Delancey Street last night. For several hours he stood in the centre of the street directing the swarm of vehicles seeking entrance to and arriving from the Williamsburg Bridge. According to the regular traffic men on the job, the Mayor made good as a traffic cop. He refused to talk about it.

"I just dropped off to look over conditions," he said. "He said he had no fault to find us, so far as he could see, 'everybody seems to be working.'"

It was 6 p. m. when the Mayor started in his automobile from City Hall to "look over conditions." It was 11:30 when he finally departed from the congested corner he had chosen for his post, leaving behind him continuous but evenly flowing lines of vehicles.

The Mayor's first stop was at Canal Street, where jitneys of all descriptions were traversing the regular routes to and from the Manhattan Bridge in orderly fashion.

## Promises More Police

"How are things going?" asked the Mayor of the somewhat startled traffic policeman on duty. "They're going all right, sir," responded the man, saluting. "Looks all right here," commented the Mayor, and directed his chauffeur to proceed up the Bowery, which was clogged even there with the overflow from the Williamsburg Bridge. The Mayor's automobile was unable to get far enough through the tangle at the corner of Delancey Street to attract the attention of the already harassed policeman on duty there. The Mayor climbed out and scrambled through the massed vehicles to the policeman's side.

"Are you the only man on duty here?" he asked. "Yes," he said the policeman, both arms outstretched for something more even turning his head to see whether his questioner merited one. "I'll send you home," said the Mayor. Mayor Directs Traffic

Within fifteen or twenty minutes three mounted patrolmen and two on foot had reached the corner. By that time the Mayor was in the centre of the street aiding with voice and arms the discomfited of the jam. He sent westbound vehicles straight through Kenmare Street to Lafayette, later sending two of the mounted men to that corner to keep it from clogging. "The paralysis of traffic was so nearly complete that the cars that appeared among the hacks, trucks and sightseeing cars that carried passengers were the subjects of jeers and ridicule.

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## Strike Feared In Stockyards

CHICAGO, Aug. 7.—Representatives of forty-two union locals of stockyard employees voted to-night for a general strike to-morrow unless militia, policemen and deputy sheriffs, on duty to prevent race rioting, are withdrawn from the yards. More than 100,000 persons are employed in the yards.

Extra precautions had been taken to maintain order at the stock yards where many of the 15,000 negroes employed before last week's race riots went back to work to-day. The troops had been distributed through the yards to prevent trouble.

Nearly 5,000 white employees refused to work with the negroes under police protection and walked out of the packing plants at noon. Officials of the stock yards labor council said the return of the negro workmen might result in a general strike, as the whites, it was said, objected to the negroes largely because most of them were not members of the union. The white men also complained that white workers were searched for weapons while negroes were not. No violence has been reported.

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## Players Quit; Audiences Sent Home

## Only 11 Houses in City Attempt Performances When Equity Association Calls for Strike

## Chorus Girls Try To Give Shows

## Many Managers Plan to Reopen To-night; Harris Laughs Over Quarrel

The Actors' Equity Association called a strike last night, closing every theatre at which dramatic productions were being presented by members of the Producing Managers' Association, as well as several where musical comedies were playing.

Of the twenty-three playhouses scheduled to run only eleven opened, and most of these limped through performances with understudies and choruses. A list of the theatres that closed and those that remained open follow:

## [CLOSED]

Astor, "East Is West"; Broadhurst, "The Crimson Alibi"; Coham & Harris, "The Royal Vagabond"; Forty-fourth Street, "Gaieties of 1919"; Gaiety, "Lightnin'"; Lyric, "The Five Million"; Knickerbocker, "Listen Lester"; Playhouse, "At 9:45"; Republic, "A Voice in the Dark"; Selwyn, "The Challenge"; Princess, "Nightie Night"; Shubert, "Oh, What a Girl!"

## [OPEN]

Casino, "A Lonely Romeo"; Booth, "The Better 'Ole"; Fulton, "John Ferguson"; Globe, "She's a Good Fellow"; Liberty, "Scandals of 1919"; Maxine Elliott, "39 East"; New Amsterdam, "Ziegfeld Follies"; Greenwich Village, "Greenwich Village Follies"; Henry Miller, "La La, Lucille"; Thirty-ninth Street, "The Red Dawn"; Winter Garden, "Monte Cristo, Jr."

Of the dramatic productions that remained open "John Ferguson" played because the actors of the cast have Equity contracts; "39 East" because Rachel Crothers, the producer, is not a member of the Producing Managers' Association; and "The Red Dawn" because its producer, Thomas Dixon, also is not connected with the association.

The actors, after several days of negotiation and squabbling with the managers, took direct action yesterday afternoon and sent walking delegates to all theatres to call a strike for 7 p. m.

In consequence, Broadway was so jammed with disappointed theatregoers from 7:30 to 9 that it was almost impossible for traffic to force its way through the crowds. Thousands flocked to the ticket windows to get their money back, and there was a whole evening before them and nothing to do, paraded up and down the thoroughfare, overflowing from the sidewalks into the gutters and making an impossible situation for the police.

Broadway, which generally takes a nap between 9 and 11 p. m., wakened with a start just as she was dozing off. Traffic policemen were hurrying in a little rest after the rush of the theatre crowd, suddenly became aware of automobiles pouring east, west, north and south.

Taxicabs, which were only half filled, most of the drivers having slipped off for supper, were soon bare and besieged with crowds clamoring for transportation.

Restaurants and cabarets began to do a rushing trade two hours ahead of the usual after-theatre time. Movie and vaudeville houses were filled to capacity and long lines of thwarted theatregoers waited outside.

Tyson's and other ticket agencies were swamped by men and women demanding their money back. Several of these had a hard time to get sufficient cash to refund their sales. Sam Harris, president of the Producing Managers' Association, laughed when asked to comment on the strike.

"We're not going to open again but we'll take our own time about it," he said. "When asked what steps he would take to prevent the Actors' Equity Association enforcing their strike by calling out stagehands, musicians and electricians, he replied:

"I don't care to discuss that at this time." Edgar Selwyn said that the Selwyn Theatre would reopen to-night with Eugene Walter in the principal role of his own play, "The Challenge." He also said that Holbrook Blinn, who was on strike last night would appear.

"I had not heard that," was Mr. Blinn's only comment.

Shubert Hurries Here

J. J. Shubert, it was said last night at his headquarters, was hurrying back from Stamford, Conn. He said over the telephone that there would be a performance of "The Gaieties of 1919" to-night.

Frank Gilmore, secretary of the Actors' Equity Association, said last

## Wilson Seeks Law to Curb Living Costs

## Congress To Be Asked to Enact Permanent Food Control Bill Applicable to All the Necessaries

## Supply Increases But Prices Rise

## Criminal Action To Be Instituted Against Packers; Hoarders Targets

WASHINGTON, Aug. 7.—The day's developments in the campaign against the high cost of living were these:

Cabinet committee on high cost problem heard the President read the speech which he is to deliver to Congress to-morrow and made suggestions that led to alterations.

Possibility loomed up that lack of quorum in House might delay delivery of President's speech.

Forecast of recommendations to be made by President include appeal to make Lever food control act include boots and shoes and clothing and other life necessities besides food.

Federal Trade Commission issued statement showing food stocks are larger than they were a year ago.

Wilson to Avoid Rail Issue

President Wilson's address to Congress to-morrow afternoon will be confined to the cost of living, but incidentally thereto the labor problem will be touched upon as one of the factors affecting the situation through strikes.

It is asserted on the best of authority that the railway problem will not be discussed as such. The President has no intention of following the advocates of the Plumb plan in their theory that one way to attack the cost of living problem is to nationalize the railways and other basic industries. In fact, it may be safely stated that the President has not yet examined that scheme.

All of the members of the Cabinet committee on the costs problem, including members of the sub-committee, except Secretary of Labor Wilson, who was out of the city, and Director General Hines, who conferred with the President separately on the railway problem only, were in conference with the President for about an hour and a half this afternoon. The President read to them his message to Congress, which is about 3,500 words long, and accepted some suggestions as to minor changes.

The lid was put on tight as to what would be the nature of the President's recommendations, but it was learned that he would not advocate the proposed system of licensing all persons or corporations doing an interstate business, and that he would make no suggestion as to limiting profits by law. Further information indicated that the President's message, insofar as it makes any concrete suggestion, will, it is believed, urge permanent legislation to take the place of the Lever food control act, but with greater scope and more severity.

It is considered probable by officials that the President also will suggest the necessity for throwing the "full light of publicity" on the question of costs, with a view to enabling the public to protect itself against exorbitant prices.

This idea may even go so far as to include marking the cost of manufacture on the article.

## Aim to Bring Out Stocks

Pending the enactment of new legislation, the Attorney General is proceeding on the theory that the most effective action he can take to counteract high prices is to enforce the provisions of the Lever act forbidding the hoarding of foods. It is understood that members of the Federal Trade Commission consider that the best hope of immediate relief lies in the forcing of surplus stock to the market.

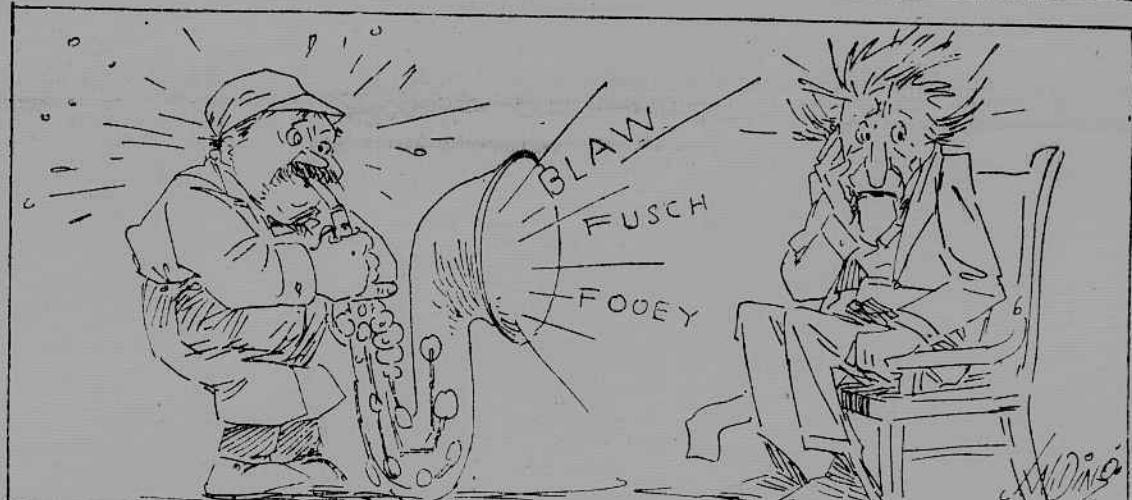
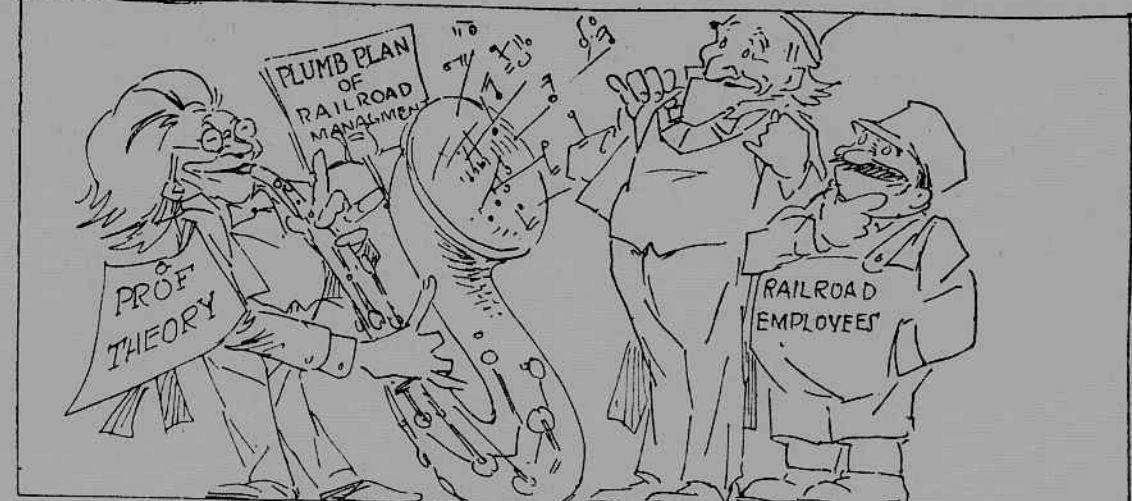
That commission to-day published a bulletin which indicates that although prices of foods now average higher than they did a year ago, stocks are much larger. The law of supply and demand, it says, raises not the question of "Why?" The commission sees the answer in the increased stores of foods, which might be described as hoards.

Acting along similar lines, bills were introduced in the House and Senate fixing a time limit within which perishable foods may be kept in cold storage.

The stopping of hoarding is not considered a permanent remedy for the situation. A system of Federal license is known to have been advocated by some members of the Cabinet committee as the best means of meeting the cost problem in an enduring way. Propositions to establish margins or percentages of profits were suggested to the President, but

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## Those Things Are Sometimes Harder to Play Than They Look



## Lloyd George Blocks Debate On Irish Issue

## Has a Policy in Mind, He Tells Commons, but Discussion Would Not Be Conductive to a Settlement

## U. S. Serves Notice Rumania Must Yield

## Accused in Bomb Case, Ends Life

## 102 New Haven Trains Cut Off By Walkout

## Dining, Parlor and Sleeping Car Service Discontinued; Ten Through Trips From New York Are Suspended

## Washington, Aug. 7.—The discontinuance of 102 passenger trains on the New York, New Haven & Hartford Railroad, including ten through trains between New York and Boston, was announced to-night at the company's office as the result of the strike of shopmen and mechanics. All dining, parlor and sleeping car service is discontinued and the present timetable is suspended.

The announcement followed a day of hardship for the railroad, which was hopelessly crippled by the walkout of more than 25,000 shop employees.

A statement from the railroad offices said that the Knickerbocker Limited and the Merchants Limited, both Shore line trains between New York and Boston, are cut off immediately and the state Maine, White Mountain and Bar Harbor express trains will be discontinued Saturday.

In the absence of dining car service on through trains, stops for lunch are called and a semi-passenger car is substituted in certain areas because of the shopmen's strike. The situation grows more serious, with no relief in sight.

At least 60,000 mechanical workers are already out, according to reports received here. The railroads suffering greatest inconvenience besides the New Haven are the Chesapeake & Ohio, the Baltimore & Ohio, the Pennsylvania lines, the Boston & Albany and the Chicago Northwestern.

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## Can't Settle Wages While Men Are Out, Says Wilson

## Whole Case of Demands Must Wait Until They Return to Work, He Says, in Letter to Hines

## Plumb Says Roads Are Being Wrecked

## Father of Nationalization Bill Promises to Prove "Wall Street" Interests Are Plundering Systems

WASHINGTON, Aug. 7.—President Wilson to-night notified Director General Hines that he was authorized to take up the demands of railroad shop employees for higher wages and decide them on their merits.

The President said the letter sent him by Senator Cummins, chairman of the Committee on Interstate Commerce, "had set me free to deal as I think best with the difficult question of the wages of certain classes of the railroad employees," but added:

"The chief obstacle to a decision has been created by the men themselves. They have gone out on a strike and repudiated the authority of their officers at the very moment when they were urging action in regard to their interests."

The President's decision was announced to-night from the White House in the form of a letter sent to Mr. Hines. The President said that "until the employees return to work and again recognize the authority of their organization the whole matter must be at a standstill."

The day's developments of the railroad wage situation to-day were:

Glenn E. Plumb, father of the Plumb plan to nationalize railways, accused big financial interests of wrecking transportation systems of the country and promised to produce proof.

Senator Cummins, speaking for the Senate Interstate Commerce Committee, informed President Wilson that he had complete authority to deal with the wage problem and needed no additional legislation.

Postoffice employees, appealed to the President for a 30 per cent increase in pay to meet the high cost of living.

Hines Confers With President

With the railroad shopmen's strike growing more acute hourly, Director General Hines conferred with President Wilson late to-day.

Upon leaving the President Mr. Hines sent a hurried call for Director of Operations Tyler, of the railroad administration, and two other officials, and held a lengthy secret meeting at the executive offices. Participants at the second conference made known that the strike matter had been referred to the board and the possibility of a railroad tie-up was imminent.

Director General Hines went into a secret conference with President Wilson to-night regarding the shopmen's strike, and it was after this conference that the President notified the Director General to pass on the railway men's demands.

Wilson's Letter to Hines

The President's letter to Mr. Hines was as follows:

"Dear Mr. Director General: I am just in receipt of the letter from Senator Albert B. Cummins, Chairman of the Senate Committee on Interstate Commerce, which set me free to deal as I think best with the difficult question of the wages of certain classes of railway employees, and I take advantage of the occasion to write you this letter, in order that I may, both in the public interest and in the interests of the railroad employees themselves, make the present situation as clear and definite as possible."

"I thought it my duty to lay the question in its present pressing form before the committee of the Senate, because I thought I should not act upon this matter without the brief interval of government control remaining, without their acquiescence and approval. Senator Cummins's letter, which speaks the unanimous judgment of the committee, leaves me free, and indeed imposes upon me the duty to act."

History of Negotiations

"The question of the wages of railroad shopmen was submitted, you will remember, to the Board of Railroad Wages and Working Conditions of the Railroad Administration last February, but was not reported by the board until the 15th of May. The delay was unavoidable because the board was continuously engaged in dealing with several wage matters affecting classes of employees who had not previously received consideration. The board now having ap-

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